The A. F. of L. Weekly News Service gives news contents and editorial interpretations of matters affecting labor "according to the industrial, legislative and judicial mills, and contains other information for the benefit of the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

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WE PLEDGE—
1 MILLION DOLLARS
IN
WAR SAVINGS BONDS
FOR VICTORY

WHOLE NO. 1648 WILLIAM GREEN, President WASHINGTON, D. C., TUESDAY, NOVEMBER 10, 1942 GEORGE MEANY, Secretary-Treasurer VOL. 32, NO. 45

FACING the FACTS
With PHILIP PEARL

Unlike some of our best friends in the labor movement, we see no tragic significance in the results of the recent elections.

These friends interpret the Republican gains in Congress as foreshadowing an immediate and dangerous drive to abolish legislation which safeguards the economic and social standards of labor.

In our opinion they are mistaken.

Still fresh in our minds is the fact that the smashing defeat of the vicious Smith-Vinson amendments in the House a few months ago was made possible by the vigorous cooperation of Joe Martin, Republican Minority Leader of the House.

Mr. Martin and the vast majority of his Republican colleagues in the House could see no good reason then to join in with the rabid coterie of Southern Democrats and C.I.O.-P. reactionaries who were out to lynch labor. We doubt whether they will be any more inclined to enter any such coalition now.

Republican Congressmen are just as anxious to have and to hold the friendship and support of American workers as are Democrats. They are encouraged in this respect by the non-partisan political policy of the American Federation of Labor, which has never sold labor down the river to any political party.

AFL Policy Pays Dividends

In the last elections, as the Republicans well know, the American Federation of Labor endorsed and supported candidates regardless of their party affiliations and only on their labor record. In fact, 75 per cent of the Congressional candidates supported by the Federation were elected. That isn't a bad record in an upset year.

It isn't good political policy for any party to repudiate the support of the vast body of American citizens who comprise the working population.

It isn't good sense for any political party to further legislation which will upset the war production drive and benefit only a small group of chiseling employers.

It isn't good political or economic policy for the Republicans from New England to adopt legislation which will hurt industry and labor in their own progressive and advanced communities for the advantage of sweat-shops in Southern and rural sections.

It isn't patriotic to punish and confuse the millions of loyal and hard-working laboring men and women of America at a time when their utmost efforts are necessary for victory and at a time when they are voluntarily making major sacrifices to help win the war.

So don't be alarmed by the mouthings of the O'Daniels and the Smiths and the Vinsons. Naturally, they would grab at any excuse to renew their assaults on their pet hates. But in our opinion, the Republican Party leaders and the great majority of Republican representatives in the next Congress will not fall for their Sixth-Column propaganda.

Looking Ahead to 1944

The election results, of course, must be highly gratifying to the Republican Party. But the Republicans are still not in control of Congress. They are still not in control of the Government. They are cheered because the election holds some promise of future and more substantial successes in 1944.

Is it unwise to suggest that the party leaders refrain from any action that their way to jeopardize those chances of success in 1944 by cracking down on organized labor now?

We doubt it very much. We feel assured that the great majority of both Republican and Democratic members of Congress will continue to vote in support of American labor and will continue to defeat any wartime raids on labor's social and economic progress.

And let us not forget that President Roosevelt is still in there pitching. His statement at a White House press conference the other day exposing the lies behind the revived campaign to abolish the 40-hour week standard for computing overtime was the tipoff to Congress that the White House will veto any anti-labor measure that might be adopted.

And it is also well to remember that it takes both houses of Congress to pass a law. In the upper house, the friends of labor are still strong as ever. The defeat of a number of Democratic senators in the recent elections, Southern Democrats and Republicans could force anti-labor legislation through the House by the votes of their colleagues in the Senate, only measures will unconditionally be blocked and voted down in the Senate.

Unquestionably, labor will have another bitter fight on its hands during the next Congress, but there is no reason for becoming discouraged at the outcome because of the election results.

Higgins Gets Huge War Contracts . To Build Cargo Planes For Army

Washington, D. C.—Andrew J. Higgins left here for New Orleans with new contracts which call for a total of more than $212,000,000 of government expenditures. He said that he had the assurance of Army Air Forces to build 1,200 cargo planes, plus spares.

Mr. Higgins, whose contract with the Maritime Commission for 200 Liberty cargo ships was revoked some time ago on the ground of lack of steel for ship construction, disclosed that the new contracts involve government facilities and the planes will cost about $180,000,000.

In addition, Mr. Higgins said, he will stand ready to make any kind of airplane parts which are proving troublesome to other plane manufacturers, will build for the government $2,000,000 worth of a secret and revolutionary type of cargo glider primarily for marine use but with other possibilities. He has, to his account, he is already building a giant six-engined cargo plane of plywood on which contracts have been let which will employ the new type of plywood.

largely of a new form of plywood combined with metal, which he called "Duramold." The government will invest Defense Plant Corporation will invest about $30,000,000 in construction facilities and the planes will cost about $180,000,000.

War Contracts Provide Employment For Thousands of New York Jobless

New York City—Substantial improvement in the unemployment situation in this city as a result of increased allocation of war contracts to New York manufacturers since July was reported at a conference of Army and Navy procurement officials, attended by Governor Lehman, Lieutenant Governor Charles Poletti and Mayor La Guardia, in the office of Mrs. Anna M. Rosenberg, regional director of the War Manpower Commission.

While exact figures were not available, Mrs. Rosenberg declared that 200,000 of the estimated 400,000 unemployed in this city last July had been placed in jobs by Sept. 30 and those placed, 140,000 got jobs in plants that had received contracts from the armed forces, 60,000 found jobs in industry through recruiting by the Civil Service Commission, and that

another 25,000 were placed through the United States Employment Service.

Because of recent modifications in the contract placement policies of the Army and Navy designed to expand employment in areas with a surplus supply of labor, Mrs. Rosenberg said it is hoped that within a few months most of the unemployed will be absorbed.

"I am very gratified at the way the War Department, the Navy Department, the War Production Board and other federal agencies are handling the situation, not only in New York City but also in other areas where there exists a surplus supply of labor," Governor Lehman said. "I feel that we in New York are receiving the fullest cooperation of federal agencies, and I am gratified by the Civil Service Commission, and that

Southern Labor Drafts New Program For Stronger Voice In War Agencies

Atlanta, Ga.—Labor in the South on the Rationing Boards, except in a very few localities. Because of the Rationing Boards' War Price Boards, and other agencies whose activities affect labor a direct hearing upon the workers of the South.

This was guaranteed as a result of a conference called by George L. Googe, Southern Representative of the American Federation of Labor, at which AFL representatives and officials of war agencies worked out a constructive and cooperative program.

The conference found that labor has not been given proper representation

President Upholds 40-Hour Week; Explodes Lies of Labor's Foes

Washington, D. C.—President Roosevelt put his foot down firmly on post-election attempts to resuscitate legislation designed to abolish the basic 40-hour week standard for overtime pay in war industries.

The President's statement made at a White House press conference, exploded the hue of anti-labor agitators who are seeking to confuse the public by making it appear that increasing the basic work week would increase production.

The Chief Executive emphasized that the actual working week in this country in the production of most important war goods is 48 hours—overtime being paid for work beyond 40 hours. The average working week in all war industries, the President said, is between 46 and 47 hours.

Thus the campaign for a "longer work week" was exposed as merely an attempt to cut the pay of American workers by removing the present legal compulsion to pay overtime for hours in excess of 40 a week.

Discussing the subject of a longer work week, the President made it clear that production is not increased when hours of work are lengthened much beyond 48 a week.

He reported that Germany last spring increased the work week to seventy and eighty hours, with the result that production spurted for two months and then declined until it was not as great as under a forty-eight-hour week. These reports, he said, came from intelligence services.

On his inspection tour of the country's war plants in September, Mr. Roosevelt said, quite a number of people told him that a problem arose because a certain number of workers would not turn up in the morning. When they did get back on the job, some were asked to fill out cards voluntarily giving a reason for their absences, and he said it was interesting to note that where they had been telling overtime, some up to fifty-four or fifty-five hours a week, that the excuse was that they were too tired.

Careful studies of production have been made, he said, after a person works longer that a certain definite period, you do not get any more production from a longer work week after the first few weeks or months. People won't recognize this, he observed, but he called it a fact that has been proved here, in England, and Germany.

Navy And AFL Pledge Cooperation In Joint Labor For Victory Program

Washington, D. C.—The United States Navy and the American Federation of Labor exchanged reciprocal pledges of unqualified cooperation to win the war on the Navy "Labor For Victory" program over a nationwide NBC network.

Speaking for the Navy, Assistant Secretary Ralph A. Bard saluted the six million AFL members for their contributions to the all-out American war production effort.

Speaking for the American Federation of Labor, President William Green said:

"I was pleased beyond words to hear Assistant Secretary of the Navy Ralph A. Bard express such an earnest and sincere desire for closer teamwork between the officials who guide the destinies of the Navy Department and the representatives of organized labor who work for the Navy.

"We now find the high ranking officials of the Navy eager to talk things over with labor representatives and are anxious to bring about harmony and unity of feeling to give open recognition to the achievements of labor and to workers in furtherance of the Navy's war effort.

"These achievements to date have been considerable. The largest warship ever built by the Navy was launched ahead of schedule. Destroyers are now being built in six months less time than was the case during the early battle with the enemy are being rushed with the greatest speed. This is the kind of service the Navy needs and demands in order to win.

"But I'll promise you one thing—that all the accomplishments of the past will pale by comparison with what labor is going to achieve in the months to come with the friendly support and cooperative encouragement of the Navy.

"Speaking for the six million workers of the American Federation of Labor, I say they want to be recognized as shipmates of the men in the Navy. Teamed together, they will most certainly wipe the seas clear of the enemy."

Secretary Bard told the nation's shipyard and Navy Yard workers that "your part in this war is no less important than the glamorous achievements of the Navy fliers and sea fleets who are fighting the enemy face to face," Mr. Bard added:

"The shipwright, the steamfitter, the welder, the riveter, the machinist, the shipwright, the boilermaker fights against time in a Navy Yard to refit a damaged ship of the line, so that it may join the fighting fleet two weeks earlier than scheduled, are also doing a critical and important job. And if the pilot of a fighter plane at our carriers and naval air stations did not do their job well and quickly, the darting of the aviator and the squadron leader would be of no avail. Your job is more exacting and more each day to the call of duty in this war. Like the marine on a tangled jungle island, the sailor at home finds, however, that obstacles to greater effectiveness in the war effort present themselves daily, and that perfection in performance is not a static state, but something that requires a new assault every day of the week.

"Thus, while labor has contributed much toward solution of the industrial problems of absenteeism, spoilage of work, and other snags to production, these problems, in one form or another, present themselves anew, and call for all the imagination and perseverance that the American worker possesses."

He expressed endorsement of an AFL leader's suggestion for monthly campaigns to overcome these obstacles to utmost production.

Special Broadcast To Show Link Between Xmas And Union Label

Washington, D. C.—The mails already are overburdened with Christmas gifts to our fighting men overseas and in military camps throughout the nation. This year above all others, the significance of gifts bearing the union label must impress itself upon American workers.

Why this is so will be explained dramatically over "Labor For Victory" on Nov. 22. This broadcast over the nation-wide network of the National Broadcasting Company will salute the Union Label, the Union Shopcard and the Union Service Button.

The closing feature of the program will be a brief talk by I. M. Ornburn, secretary-treasurer of the AFL Union Label Trades Department. All AFL members are urged to tune in!

Beyer Sees 180,000 More Women Employed In Transport Industry

Washington, D. C.—An indication of the increased role which women will have to play for the rest of the war was provided by Otto S. Beyer, director of the division of transport equipment in the Office of Defense Transportation, who predicted that 180,000 women will get jobs in the "traditionally male" transportation industry in the coming months.

This will bring the number of women transport workers to a total of 320,000, compared to the present level of 120,000.

Beyer emphasized that the jobs which must be filled primarily by women are not all in the "white collar" class, in which women are customarily used. Women will fill jobs in the shops, hangars, terminals and yards which men are leaving to enter the armed forces, Beyer said.

"The transportation industry," Beyer said, "is finding that such jobs can be filled satisfactorily by women characterized, not by toughness, but by intelligence and other qualities which naturally commend them in respect to their fellow workers and the public."

Women are expected to comprise 40 per cent of the personnel of airline and the women street-car conductor is expected to return to the local transit field. Beyer said that "extensive is being made of women truck drivers, and railroads are planning increased use for women, repeating the experience of the last war.

Among the "male" transportation jobs now being filled by women are the following:

Welders, sheet metal workers, tool room attendants, street car conductors, electrical repairmen, gatemen, platform men, switch operators, mail truck operators, baggage agents, blacksmith hammer operators, roundhouse clerks, patrolmen and watchmen, ring foremen in shops, engine houses and power plants.

News Briefs

STREET CAR UNION WINS WAR LABOR BOARD RULING

Washington, D. C.—Another victory for the Amalgamated Association of Street, Electric Railway & Motor Coach Employes (AFL), was scored in a decision by the War Labor Board against the Virginia Electric & Power Co.

The board ordered the company to recognize the Amalgamated as representative of its members in adjusting wage disputes. The National Labor Relations Board certifies a representative.

Originally filed in 1938, the case was taken to the Supreme Court and remanded to the NLRB, which Sept. 24 ordered the company to disestablish its company union, and pay back wages, collected in a check-off since June, 1935.

ARBITRATION ASSOCIATION REVISES PROCEDURE RULES

New York City—The American Arbitration Association announced a revised edition of its voluntary labor arbitration rules of procedure to meet war regulations and conditions.

A special section on the arbitration of wage disputes is included, which contains procedure for the reference of labor disputes to the National War Labor Board for review and directions for conducting proceedings under its rules, in relation to principles set forth by the War Labor Board.

MASSACHUSETTS PLANTS ELECT AFL AFFILIATES

Boston, Mass.—John J. Murphy, AFL New England regional director, reported two outstanding victories for the AFL, resulting in elections to choose collective bargaining representatives.

Employes of the Ariel Foundry & Machine Company, Fall River, cast 306 ballots for the AFL, 156 for an independent union, and 27 for neither union. At the Bellis Mills, Bristol, Conn., the AFL received 254 votes, the CIO, with 14 ballots cast for neither union.

SAN MATEO AFL PLEDGES GIFT BOXES FOR SOLDIERS

San Mateo, Calif.—Christmas boxes for soldiers stationed in San Mateo County will be prepared by members of the Building Trades Council and the Central Labor Council, it has been worked out with the American Red Cross. In addition to the gift boxes, productive labor will be given as many soldiers as possible invited to their homes for Christmas dinners.

SHIPBUILDER STRESSES VALUE OF UNION SHOP

Another veteran shipbuilder who for years fought bona fide unions has come out in support of the union shop as the best guarantee of efficient production.

He is William S. Newell, president of the Todd Houston Shipbuilding Corporation, South Portland, Me., which is under a closed shop agreement with the shipyard unions.

Like Henry J. Kaiser and Andrew J. Higgins, "miracle" shipmakers, Newell in past years bitterly resisted inroads of legitimate unions. At the South Portland yard and several others headed by Newell there were either no unions or "company unions." After dealing with regular unions for a while, Newell, again like Kaiser and Higgins, had a change of heart and is now a staunch supporter of strong, bona fide unions.

"It is now fully of the opinion that properly operated, the union shop is the finest thing for labor and capital," Newell said.

"Successful work is the product of intelligent effort and, in my opinion, calls for 100 per cent organization of employes."

UNION IS PRAISED FOR RECORD-BREAKING JOB

A dramatic example of how union workers are smashing records on war production was brought to light in a letter of praise received by Local No. 558 of the Electrical Workers at Sheffield, Ala., from the Reynolds Metals Company.

Members of the local were assigned the job of installing huge transformers, rectifiers and other equipment, as well as 2,500,000 pounds of cable, in two plants to meet the company's big program of aluminum production.

The management estimated the installations would take seven and one-half months, but the scientists did the job in five and one-half. "This saves two months of aluminum production," the company wrote, "is equivalent to a direct contribution to the war effort by the electrical workers of Local No. 558."

$414,026 UNPAID WAGES COLLECTED IN CALIFORNIA

San Francisco, Cal.—Collection of $47,565 in unpaid wages during September for California workers was announced by State Labor Commissioner Carrasco. For the first nine months of 1942 wages recovered amounted to $414,026.

Green Hails American Offensive As Forerunner of Second Front

Calls On Labor To Increase Production Drive To Aid Armed Forces of United States

New York City—AFL President William Green hailed the American invasion of North Africa and the Allied offensive in Libya as the forerunner of a second front in Europe.

Addressing a mass meeting of 20,000 in Madison Square Garden, Mr. Green declared:

"Surely the momentum of the new offensive cannot and will not be permitted to end with the defeat of the Axis armies on only one sector of the world's battlefronts. I prefer to assume, as I believe, it just hardly resolve that there shall not be a moment's interruption in war production for any cause for any duration. Each worker must be at his post of duty every day without fail. The soldiers of production employed in the war industries serve as faithfully and gloriously as our fighting men on the battlefields.

"Hitler's day of reckoning is coming on the battlefronts of the world. We insist that our Government ship this equipment to Russia in full measure. It is our duty to see that this is done."

Testifying to the tremendous role of military aid to Russia, Mr. Green said:

"There is no escaping the fact that thus far Russia has withstood with little help the main attack of the Axis powers. She has acquitted herself nobly, despite the fact that many of her cities have been captured, vast numbers of her people have been slaughtered and great natural resources seized by our Fascist foes. We must relieve the military pressure now concentrated against her. We know that if Russia is crushed that armed power which she has been able to muster will be used by Hitler as an insuperable barrier against a large-scale Allied offensive. That is why military strategy and sound common sense both dictate the continuation and expansion of the new drive so auspiciously launched in North Africa."

NWLB Sets Yardstick For Wages Based On "Little Steel" Formula

Washington, D. C.—The War Labor Board decided unanimously that its wage policies announced Oct. 3 and based on its "Little Steel" principle, should be administered so that wage increases up to 15 per cent to cover the rise in living costs between Jan. 1, 1941, and May 1, 1942.

The policy directive agreed upon by the labor, management and public members also makes clear that the Oct. 3 and Sept. 15 are equitable and that increases may be granted to meet any drop in the cost of living between May 1 and Sept. 15 and are not to be ignored in dealing with wages. If increases granted since May 1 amounted to 15 per cent the employes would generally be eligible for further increases except under conditions specified in the Presidential order.

The executive order permits increases in order to correct maladjustments or gross inequities, substandard conditions and those necessary to aid in the effective production of the war.

The ten regional directors of the board, accepting the policy adopted, will have authority to pass upon the question of wage increases, where the wage situation in a given case shows the existence of those inequalities, substandard conditions or that wage adjustments might help in the war effort. These will be determined by the board itself.

The Labor Board control covers all wages and the salaries under $5,000 a year and applies to about half a million employers.

Provision is made in the policy adopted for appeals from the wage decisions of regional directors to regional panels composed of representatives of labor, management and the public. In some cases appeals will be permitted to the board itself.

The declaration approved specifically covers certain industries in which regional directors will have authority to make wage adjustments, but they will not have such authority over industries omitted from the list. This arrangement was made in order that the board itself may retain control over major industries so that a wage increase in one area may not upset a general wage structure in a large industry.

Where wage differentials in a plant or industry will not be disturbed under the policy. However, wage rates which are out of line with where wage differences are to exist as to raise the question of whether a "manifest injustice" is being done to one group.

The board did not adopt a general policy regarding the handling of substandard wages because it felt that it could best deal with cases upon which to base such a policy.

Where management and labor agree on a wage increase, approved by the War Manpower Commission, the board, under its authority from the President, will review the agreement.

The 15 per cent formula is said to mark a terminal point for wage increases, of a general nature. However, the policy, it was said, will not prevent adjustment of wages in individual cases due to promotions and higher job classification in the ordinary manner.

Bus Drivers Seek Relief From 35-Mile Speed Limit Inequity

Chicago—Bus drivers in intercity, interstate, and interstate operations all over the country have been hit hard by the recent order of the Office of Defense Transportation limiting to 35-mile speed zones on highways. These men are paid on a mileage basis and the reduction in speed has in many instances cut their income and forced them to work about 15 hours a day. Overtime and split-shifts have been disrupted, and many drivers have been forced to work seven days a week and are unable to be with their families on their days off duty.

Representatives of these men organized in the Amalgamated Association of Street, Electric Railway and Motor Coach Employes of America met here last week and decided that their labor agreements with their employers be opened up and that the following demands for speed have precedence over the O.D.T. order by the following measures:

1. Restoration of earnings to level before the reduction in speed and all over the country have felt the increased hours of work.

2. Minimum of eight hours pay per day for six days per week.

3. Overtime at the rate of time and one-half after eight hours of duty and for all time on duty on the seventh consecutive day on duty. (The interstate bus drivers are not covered by the time and one-half provisions of the Fair Labor Standards Act.)

4. Overtime at the rate of time and one-half after ten consecutive hours of spread of time on duty.

The demands will be submitted to the companies where the employes are under collective agreements with the Amalgamated Association, and the assistance of government agencies will be requested in order to secure the necessary relief. The movement directors said that "90 per cent of the employes performing this kind of work in the United States.

HENRY DAVIS IS DEAD; LABOR LEAGUE OFFICIAL

Chicago—Henry Davis, comptroller of the Labor League for Human Rights, died here after an accident while engaged on a mission for United Nations relief.

During the past eighteen months Mr. Davis won many friends by his devoted interest in the cause of allied war relief. He was instrumental in uniting the many local Community Chest programs with organized labor participating for the first time in the drives and control of regional campaigns. He rendered valuable service to the Workers Education Bureau for many years prior to his association with the Labor League for Human Rights.